

## M A R Y L A N D G A Z E T T E.

T H U R S D A Y, J U N E 6, 1782.

S T. J O H N 's, (Antigua) April 20, 1782.

**N**O account of the operations of our victorious fleet, subsequent to the brilliant affair of the 12th inst. has yet come to hand. They have, no doubt, pursued the flying enemy, who were as we learn from various quarters, so much scattered, and many of them so deplorably crippled, that we may reasonably hope some will be overtaken. Two of them were seen, by several persons on board a vessel coming up from St. Croix, to pass the road of Basseterre, at St. Christopher's on this day se'ennight, being the day after the last action. One of these (supposed to be the St. Esprit) seemed to be so exceedingly disabled that there was a necessity for the other, which was apparently in good order, to stick close by her. We shall anxiously expect the sequel of the late glorious successes.

It must give pleasure to many of our readers to know, that Lord Cranston, was the officer pitched upon by Admiral Rodney, to be the bearer of the last important dispatches to government. His lordship went home in the Andromache frigate, which passed this road on the morning of the 16th instant.

April 17. We are obliged, for want of room, to defer the continuation of the St. Pierre's article of the 14th of March, for which we stand engaged. In the mean while, however, it may not be unpleasant to our readers to see how highly the expectations of our brother journalist, Monf. Richard, had been raised, on the very day preceding that which gave to fatal a blow to the naval power of France.

S T. P I E R R E 's, April 11.

On Sunday night the king's brigantine, called the Cornwallis, arrived here with orders for all the vessels in this road, which were ready to sail, to hold themselves prepared to weigh anchor on the first signal on the succeeding day, in consequence of which there appeared on Monday morning near 130 transport ships and merchantmen under sail, some of which had gone from hence, and the rest from Fort Royal. This valuable convoy stood to the northward, under protection of the Experiment and Sagittaire; and very shortly afterwards our fleet under the command of the count de Grasse made its appearance, standing also to the northward with a fine breeze, part of the convoy having by that time doubled Point Precheur.

The English fleet which had remained at anchor in Grosflet bay, St. Lucia, until Monday morning, presented itself on the same day at four in the afternoon, with the line of battle very much extended to the southward. Three of their swiftest sailing vessels were detached in the evening to observe more narrowly the motions of the squadron; at 9 o'clock they were recalled to the center by the night signals, and the fleet tacked in order to collect themselves more closely. The number of English ships taken, all together, were certainly either 43 or 44; but the most accurate observers have not been able to determine precisely how many of these were of the line; according to the best information, however, they must have been 35 or 36. Who could have imagined, prior to the commencement of hostilities, that we should ever have seen here, in the course of 5 or 6 hours, two such formidable fleets!

We are ignorant hitherto, what may have been the result of this rally on the part of the English—whether Admiral Rodney really intended to attack our fleet; and if so, whether or not he has come up with them. Our uncertainty and impatience on this subject are equal.

The following is a postscript to the same gazette of the 6th of April.

What we foresaw has happened. Sir George made his appearance on the 9th in the morning to leeward of Dominica, opposite the Grand Savannah; the engagement began at 9 o'clock and continued until 3 in the afternoon, when the enemy quitted the field of battle, having one ship almost entirely disabled, and two or three others very much disabled. Such is the substance of letters which a schooner from Dominica has this moment brought us. We have to add to this important intelligence, that our convoy with their powerful escort were met yesterday morning at 6 o'clock, opposite the saints, proceeding on their voyage in the most excellent order and best state imaginable.

B O S T O N, May 15.

**Extra of a letter from Martinique, April 16.**  
Now for news—The English fleet were seen since the action trying to beat up to Antigua, 7 ships were wholly disabled, with their sheers up raising jury masts, about 15 more with part of their masts gone, and about 14 or 15 more only able to form a line.

The French were seen to pass St. Kitts not half so much damaged as the enemy, and bound to join Don Cordova, the Spanish admiral with 17 ships, now lying off Cape Tibao, on an expedition, supposed by many to be to America, but by some to Jamaica; they say the action has been the most barbarous and fierce ever fought. Rodney declared before he failed, he would lose his whole fleet or destroy the French before

they joined the Spanish; the calm took them, and they did not get separated for three days, they lay yard-arm and yard-arm, from 6 in the morning till 7 in the afternoon, officers firing at each other with their pistols. The French had 6500 troops divided in their ships. The English could get no advantage by there being no wind and the slaughter great on both sides.

**Extra of a letter from Martinique, April 17.**

"We have various reports of an engagement between the fleets of de Grasse and Rodney, which is avowed to be the most bloody action that has happened this war: but as there are no accounts sufficiently particular at this time, shall collect what is most to be depended on and pen it on a separate piece of paper to enclose in this.

P. S. The 18th of April. Having procured a newspaper of this date, I enclose it herein, and refer you to it for the best account of the action between the French and English fleets, that can be at present obtained. Would only observe, that count de Grasse saved an immensely rich fleet which he had under his protection, and then pursued his originally intended course, to join the Spanish fleet to leeward."

A celebrated French engineer hath presented new plans for the siege of Gibraltar, and they begin to flatter themselves with a happy success. The Spanish fleet of 40 sail of the line, hath been joined by 3 three-deckers, and 2 of 64. M. de la Motte Picquet, was separated from the French squadron off Cape Finisterre, with a division of four vessels with a design to intercept the convoy bound to Jamaica; and M. de Guichen, with a reinforcement of 10 Spanish ships of the line, was to cruise off Madeira, to wait for another fleet.

**Extra of a letter from Martinique, April 17, 1782.**

"I suppose you will be anxious for the news, as every one here trembles for the event, but there is no particulars come to hand; it is supposed to be the most severe action ever fought, as they have been at it for three days; the French with 33 sail of the line, and the English with 39. The French would not have engaged had not one of their ships lost her bowsprit, and could not keep the line to windward, and therefore count de Grasse ordered all to engage, and it has been almost a calm for this week, so that they could not separate: the French admiral had 3 English ships on him from 6 o'clock in the morning until 7 at night, yard-arm and yard arm; he had disabled 2 of them when the frigate came away; but the accounts are so various that we can depend on nothing: the French had one ship burnt by themselves, and I believe one or two sunk, and several disabled.

"Rodney's ship it is said is sunk by the French admiral, and two or three more blown up and burnt, and almost all the rest disabled; but at any rate, there has been seen from the shore several ships to burn, several sunk and two blow up of one side or the other; the French had the advantage in having 7 or 8000 men on board, and a very close action, and smooth water, and they could not be out-manœuvred in a calm.

The fleet under convoy of the count de Grasse, bound from Martinique for the Leeward islands, when he fell in with Admiral Rodney, consisted of 270 sail, and was said to be the richest fleet that ever sailed from that island; and by the good conduct of the count every one of them escaped from falling into the hands of the enemy.

Captain Elwell, who arrived at Cape Anne, last Friday, in 19 days from Martinique, confirms the above, and further adds, that the whole of the fleets were engaged the second day after meeting; that the count de Grasse and Admiral Rodney were so near each other, that the cannon of the count's ship set Admiral Rodney's on fire, which was consumed; and that Rodney took himself on board one of the frigates during the remainder of the engagement.

It is reported, he also brings an account, that only two hands were saved out of the Glorieux.

P H I L A D E L P H I A, May 15.

We are informed that Sir Guy Carleton has sent a letter to his excellency the commander in chief enclosing him a packet of New-York papers, wet from the press of Mr. Rivington, containing the debates in parliament, and extracts from the London prints, which, he says, will point out to his excellency the wishes which his most gracious master has been most graciously pleased to express for peace with his revolted colonies; and hopes that the terms will be accepted. He says that Admiral Digby is joined with him in the commission for granting peace; but should Congress refuse the offers of his royal master and his Parliament, and a continuation of war become necessary, he expresses his desire that, as both the commanders in chief are Englishmen [N. B. General Washington is an American, and Sir Guy an Irishman.] they will make it their mutual study to alleviate the horrors of war. Sir Guy concludes by calling himself commander in chief of all the forces on the Atlantic ocean, and by requesting a passport to Philadelphia for his secretary, Mr. Morris Morgan. Thus beginneth the second chapter of British duplicity and folly. old news-papers for official

dispatches; admirals and generals for commissioners; and travelling secretaries, with band boxes of pardons, manifestoes, and proclamations!!!

May 25. By an arrival at the southward from Hispaniola, we learn, that all the American vessels at that island, and at the Havanna, are taken into the Spanish transport service.

**Extra of a letter from Sanbury, May 13, 1782.**

"You must have heard of the misfortune which attended the party under poor Lieutenant Vancampen, who proceeded from Muncy up Bald Eagle, in which 15 privates with himself, (a brave and valuable officer) were killed and lost. I am sorry to acquaint you, that here our distress did not terminate; we had but a small interval of peace; when the savages commenced their scalping again in the beginning of this month, and in a few days killed several of our inhabitants, and poor helpless women and children in different parts. This has thrown their families in the deepest distress imaginable. The wife of one Triangle, near Penn's-creek, endeavoured to escape with an infant in her arms; but so close was the pursuit, she dropt the child, was overtaken, and tomohawked; the little child scalped, and having some small remains of life, made way by the traces of blood, to its mother, and was afterwards found expiring on her breast. The party since fled, having plundered the country, and taken a number of people. Never, since the British sable-headed allies have been massacring us, were we so weak of inhabitants, nor so naked and destitute of troops, as at this day. Our frontiers are swimming with blood, and at the mercy of a merciless enemy, a savage enemy, the worst of enemies. I cannot help saying, I think we merit some attention from government. However insignificant we may be treated and considered, we are certainly a cover and defence to three of the interior counties, which must be exposed to their wanton cruelties, if we give way. I hope something will be done for us, and that ere long the key of communication may fall in our hands, between the royal brute of England and his savage allies. This accomplished, we shall be at peace, and our county must flourish as formerly. It was once esteemed and admired, and though neglected and abandoned in some measure, to its own security, must on some future day be not a little respectable. Northumberland will then acknowledge the favours she hath received from the hand of administration, and hold in grateful remembrance those persons and characters, who have so generously contributed to her assistance. Communities like individuals possess nearly the same affections, and they cannot be ungrateful."

Capt. Thomas King, of the sloop Harmony, late of New-London, who arrived here a few days ago from New-Providence, informs us, that on his passage from New-London to St. Croix, he was chased by the Hornet ship of war, commanded by James Tinsley, in the service of George the third (the greatest rebel in the universe against reason and common sense). During the chase, the wind blew exceeding hard, attended with a very heavy sea, and being anxious to escape falling into the enemy's hands, crowded all the sail he could set, but just as his prospect of escaping began to brighten, he unfortunately oversat. The vessel lay on her beam ends near twenty minutes, when, by cutting the lanyards, and the mast going by the board, she righted again. The Hornet then came up, saw her prey, but could not seize it, owing to the boisterous wind and high sea. In the night they lost sight of the Hornet, and the next morning, while they flattered themselves with the hope of escaping, the ship of war again appeared, came up, took the people out of the Harmony, and committed her to the waves, notwithstanding the united entreaties of capt. King and his people to be suffered to remain on board and save the vessel, a jury-mast to which they had nearly completed. In this transaction of Mr. Tinsley, the old saying is verified like the ill-natured dog with the ox in the manger, who could neither eat hay himself, nor would permit others to eat it. What is very extraordinary, and shows the morose disposition of the ungenerous enemy, with whom we are contending, instead of alleviating the distresses of their fellow-men, under calamitous circumstances, they added insult to misfortune, by damning them for their obduracy, in attempting to escape.

The frigate Alliance, capt. Barry, is just arrived at an eastern port, after a passage of 55 days from France. She brings advice, that 6 ships of the line and 3 frigates were to sail, in 4 days after him, from l'Orient to America.

The marquis de la Fayette, it is expected, will come to America in this squadron.

The Alliance was chased, off the capes, by the Warwick, a 50 gun ship, and afterwards fell in with two British frigates, one of which declining an engagement, till her consort, which was a *dolt-swift*, should come up, gave capt. Barry an opportunity of getting safe into port.

The Nonsuch, capt. Wells, and the St. Helens, capt. Stillwell, both of this port, are safe arrived at l'Orient.

We hear that capt. Barry has brought dispatches of a very important, interesting, and agreeable nature,